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25X1

East Germany

REPORT

25X1

COUNTRY Soviet Troop Trains

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

25X1

DATE PREPARED 17 December 1953

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

25X1

25X1 CB - Converted boxcar
B - Boxcar25X1 1. [REDACTED] shuttle-trains with military personnel via Kuestrin [REDACTED] 25X1
25X1 between 14 November and 1 December 1953:

Date Number of Cars

25X1

Westbound.

14 November	54 B
16	53 B
17	53 B
18	53 B
	50 B
19	56 B
20	54 B
21	53 B
	57 B
23	54 B
24	54 B
26	57 B
27	54 B
28	57 B
1 December	57 B

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Eastbound.

14 November	54 B
15	56 B
16	54 B
17	53 B
18	53 B

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19 November 54 B
 20 54 B
 21 57 B
 22 54 B
 25 57 B
 27 53 B

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2. Shuttle-trains with military personnel [redacted]
 [redacted] between 24 November and 2 December included:

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<u>Date</u>	<u>Number of Cars</u>	<u>From</u>	<u>To</u>	[redacted]
24	54 B	Jueterbog	Frankfurt/Oder	[redacted]
	56 B	Weimar	Kuestrin	
	56 B	Kuestrin	Weimar	
	54 B	Frankfurt/Oder	Dresden	
	55 B	"	Weimar	
25	54 B	Guben	Magdeburg	
26	55 B	"	Weimar	
	54 B	Jueterbog	Frankfurt/Oder	
	54 B	Kuestrin	Jueterbog	
27	54 B	Magdeburg	Kovel	25X1
	54 B	Chemnitz	Kuestrin	
	54 B	Erfurt	Frankfurt/Oder	
28	54 B	Magdeburg	Brest Litovsk	
	55 B	Guben	Chemnitz	
29		Brest Litovsk	Altengrabow	
	54 B	Guben	Dresden	
30	54 B	Kuestrin	"	
1 December	54 B	Guben	Justerbog	
2	54 B	Frankfurt/Oder	Chemnitz	

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3. Between 14 and 16 and 22 and 24 November, a train with military personnel each went from Guben to Jagodin. Between 14 and 16 November [redacted] five westbound trains with military personnel on the Guben - Jagodin line.

4. On 22 November, a shipment of 20 flatcars carrying two T-34 tanks and 18 tank trucks escorted by Polish military personnel was observed at the Krossen railroad station. A way-bill indicated that Guben was receiving station.

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5. On 25 November [redacted] a troop train with Polish tank troops and air force troops arriving at Jagodin. The train [redacted] came from Silesia, probably was redispached toward Kovel.

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6. By order of the Soviet railroad transportation control headquarters, the following cars were to be dispached from Frankfurt/Oder on 25 November:

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<u>Number of Cars</u>	<u>Receiving Station</u>		
4 CB	Wuensdorf		
11 CB	Rehagen-Klausdorf		
4 CB	Wildpark		
2 CB	Stendal		

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25X1 7. Eastbound shuttle-trains on 27 and 28 November included shuttle-train [redacted] through Kuestrin on 27 November; [redacted] and shuttle-train through Frankfurt/Oder on 28 November. 25X1

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25X1 8. [redacted] shuttle-train [redacted] of 35 boxcars with military personnel was dispatched from Fuerstenberg to Schwerin-Goerris on 25 and 27 November. 3 25X1

9. On 25 and 29 November, an empty train of 46 converted boxcars each went from Schwerin to Magdeburg.

10. On 28 November, a troop train of 10 converted boxcars and 4 flatcars was loaded with 350 to 400 officers and EM wearing black-bordered blue epaulets, and four half-track vehicles with searchlights at the Dallgow-Doeberitz railroad station. The train was dispatched toward Doeberitz.

25X1 1. [redacted] Comment. The shuttle-trains are commented on as follows:

25X1 [redacted] the train went from Kuestrin to Weimar on 17 November 1953. As the train, however, left the zone to the east on the same day, its return on 21 November 1953 is given credence.

25X1 [redacted] on 21 November 1953, the train returned empty to the zone via Kuestrin.

25X1 [redacted] A previous report indicated that, immediately after its arrival in the zone on 23 November, the train must have been dispatched from Dresden to Cuben on 24 November 1953.

As such employment appears improbable, it is assumed that the data in paragraph 7 of the present report are correct, and that the shuttle-train actually left the zone via Frankfurt/Oder on 28 November 1953.

25X1 [redacted] the train went from Magdeburg to Jagodin during the night of 21 November and, according to paragraph 2 of the present report, returned on 26 November 1953, it is not believed that the train arrived via Kuestrin. [redacted]

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25X1 [redacted] It must be assumed, however, that the train arrived in the zone after a period of five days, about 26 November 1953.

25X1 [redacted] The empty train was dispatched from Wustermark to Jueterbog on 13 November which indicates that the train left for the east via Kuestrin on 15 November 1953.

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- 25X1 [redacted] the train went from Jueterbog to the east on 19 November.
- 25X1 [redacted] According to a previous report, the train went from Chemnitz to Frankfurt/Oder on 20 November, and, according to paragraph 2 of the present report, returned from the east to Weimar via Frankfurt/Oder on 24 November 1953. Paragraphs 1 and 7 of the present report indicate that the train again left the zone toward the east on 27 November 1953.
- 25X1 [redacted] On 19 November 1953, the train allegedly went from Chemnitz to Guben. Thus, its return from the east to Dresden on 24 November 1953 appears possible. It is not clear, however, whether the train came via Guben or Frankfurt/Oder.
- 25X1 [redacted] The employment of the train reported in paragraph 2 was [redacted] is confirmed by the present report.
- All other shuttle-trains reported [redacted] are observed for the first time in conjunction with the routes mentioned. 25X1
- 25X1 2. [redacted] Comment. These trains with a small number of cars probably carried replacements who were distributed to units at various posts.
- 25X1 3. [redacted] Comment. As the interzonal shuttle-train [redacted] previously employed between Magdeburg and posts of the Third Shock Army only, its dispatching from Fuerstenberg is doubted. 25X1

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